

SPORTSMEN

PROGRAMME OF SPORTS TO-DAY

RACING—Brighton Beach Racing Association, Brighton Beach, 2:30 p. m. YACHTING—Columbia-Defender race, Newport, sixth day, Larchmont Yacht Club, race week, Long Island Sound.

THE RACETRACK

SPENCER'S JOCKEYSHIP A BYWORD

MARIBERT'S AMAZING SUPERIORITY OVER MONTANIC

What will the Jockey Club do to Spencer? Last week Maribert, ridden by Spencer, was so far inferior to Montanic that he was jeered at. The owners and the trainers of Maribert were in the belief that Maribert had more spirit than Montanic and that there was something wrong in Spencer's riding.

In each case the victory was achieved with all imaginable ease. The explanation is not difficult. The change of jockeys wrought the reversal of the result.

Of course, the Apologists' Turf Club, which devotes much time and effort to inventing up some for bad rides of bad jockeys, will conjure up some palliation of Spencer's extraordinary handling of Maribert last week, but they will accomplish nothing his glaring faults.

MARTIN WINS ST. GEORGE STAKES

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Liverpool, July 20.—Martin, the American jockey, made his first appearance on an English track to-day at the Liverpool July meeting.

ATHLETES' FINAL PRACTICE

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YALE AND HARVARD MEN HAVE LIGHT WORK—ALL IN GOOD HEALTH

Brighton, July 20.—The Harvard-Yale athletic team, which is to compete in the international university contests on Saturday, was at final practice this afternoon.

KNICKERBOCKER CLUB GAMES

The opening set of track and field games arranged by the Athletic Committee of the Knickerbocker Athletic Club as a feature of the series of weekly "Ladies' Day" entertainments at the club's New-Jersey quarters was held yesterday afternoon on Knickerbocker Field at Bergen Point.

CANADIANS' SCORES AT BISLEY

Bisley, July 20.—The principal event here to-day was the shooting in the second stage of the Queen's Prize. The conditions were ten shots at 50 yards and fifteen shots at 60 yards range, the winner taking a silver medal.

FIRST RACE—For maiden two year olds; \$500 added; selling. Five furlongs.

J. L. Holland's b. f. Her Majesty, by (Odom) 1 1-2 1-1

D. M. Morris' ch. Midwood (Bullman) 1 4-2 1-3

W. Showalter's ch. J. Smoke, 8 (Micheals) 9 10-1 15-1

Mybree, 85 (ch. G.) (Micheals) 9 10-1 15-1

Prading, 104 (Odom) 9 10-1 15-1

Power of Gold, 99 (Odom) 9 10-1 15-1

Carton, 95 (O'Connor) 9 10-1 15-1

Vibo, 96 (Cobb) 9 10-1 15-1

Amo, 86 (Dannan) 9 10-1 15-1

Sumner Girl, 90 (A. Hewitt) 9 10-1 15-1

Blaze Bird, 98 (H. Ryan) 9 10-1 15-1

Waba, 87 (G. Burns) 9 10-1 15-1

THE SHAMROCK'S VOYAGE

EXPECTED TO START FOR NEW-YORK AT END OF PRESENT MONTH

MAY BE TOWED IF NECESSARY—DESIGNER AND OWNER PLEASED WITH TRIALS

THE YACHT A MERE SHELL

Southampton, July 20.—Sir Thomas Lipton, owner of the America's Cup challenger Shamrock, in an interview to-day on board the yacht Erin, regarding the damage, if any, sustained by the Shamrock in grounding off Southsea at the conclusion of yesterday's trial race with the Britannia, said:

"We are so convinced that yesterday's grounding of the Shamrock was perfectly harmless that we are not even going to have the yacht examined."

"The Shamrock will sail for the Clyde this afternoon," Sir Thomas continued, "and will forthwith be rigged for her transatlantic voyage, upon which she will sail as soon as possible, I hope by the end of this month. After the trial races this week both Mr. Fife and myself were convinced that the Shamrock is a magnificent vessel, and the fastest ever seen on this side of the ocean. The way in which she ran away from the Britannia proves not merely that she is the better boat, but an exceptionally fine racer. You must remember she was not seen at her best either day. Tuesday she did not carry as much canvas as the Britannia, while yesterday she had a smaller mainsail than it is intended she shall carry. We can set a much larger mainsail in the coming contests if it should be deemed advisable. We are satisfied that if yesterday's race had been completed the challenger would have won by half an hour. The Shamrock has realized Mr. Fife's fullest anticipations, and I, myself, am more than satisfied. In Tuesday's run before the wind there was a very poor wind to test her properly, but even then she outdistanced the Britannia. She showed marvellous qualities in sailing to windward."

FAIR PLAY ASSURED

"Of course, I cannot say how the Shamrock compares with the Columbia; the contests alone can decide that, but we are satisfied that we have a game boat, and, calculating by her performances against the Britannia and the latter's against the Vigilant and the Valkyrie, we expect to make at least a good showing, and hope in any case to knock her down."

Sir Thomas Lipton added: "I would like to reiterate my heartfelt appreciation of the manner in which the Americans have conducted all negotiations. They have acted throughout like sportsmen, and if I had made all the arrangements myself I could not have drawn up more satisfactory regulations. As the Prince of Wales said with emphasis after Tuesday's contest, when, expressing the highest admiration of the Shamrock at dinner on board the Erin, 'I know the best boat may win, but in any case I hope, Sir Thomas, that you will be sure of meeting fair play from our American friends, and that the contests for the America's Cup will be carried out on both sides in the true sporting spirit and with love of justice.'"

"In reply I assured the Prince of Wales that the support he had given and the keen interest he had manifested in the challenge had been the greatest stimulus and the greatest encouragement, in view of the peculiar circumstances of the challenge."

The Shamrock started in tow of Sir Thomas Lipton's steam yacht Erin for the Clyde this afternoon.

It appears that the Prince of Wales experienced much trouble in boarding the Britannia yesterday morning. A choppy sea was running at the time, and waves surged up between the Britannia and the launch carrying the Prince, drenching His Royal Highness to the skin. He persisted in his purpose, however, and finally boarded the yacht, though his attendants were most anxious, as they feared he might sprain his knee, which is still weak in jumping about.

MAY TOUO THE YACHT IF BECALMED

It is reported that the New-York Yacht Club has consented to the Shamrock being towed by the Erin in the event of being becalmed in crossing the Atlantic. Two strong hawsers are being made up in case of need.

The Shamrock is a mere shell, and almost empty below her deck. When the Prince of Wales boarded her and went below he found himself in a vessel destitute even of ordinary partitions, and, looking from end to end, he said in a surprised way: "Why, she's like a street, built by empty hands."

The correspondent also had an interview with Captain Carter, who, besides sailing the Britannia, commanded the Geneta when successful in America's Cup trials. When told that the Shamrock would have won had it not been for the trolley, Captain Carter replied: "Yes, I believe she would. She is a splendid boat. With regard to criticism that she did not sail so well as might be expected, I think before the wind she must be remembered that she carried only her small topsail. Nobody will be more pleased than myself to see the Shamrock win as well as she did. However, the second day the Prince of Wales will be equally well pleased. He undoubtedly was delighted to have the Shamrock prove such a flyer, as we want to capture the America's Cup if we can. Without the slightest doubt the Shamrock is magnificent in beating to windward."

Captain Carter, who has no sympathy with the policy of enveloping the Shamrock in a fog of mystery, says that the Americans have nothing to learn from Great Britain in the building of racing yachts. "It is all the other way," said Captain Carter. "There was no need to doubt the Shamrock's petticoats. The Americans probably know as much about her as they desire."

SHAMROCK'S TRIALS NOT CONCLUSIVE. SHE IS FASTER THAN THE BRITANNIA TO WINDWARD, BUT NOT MUCH, IF ANY, SUPERIOR BEFORE THE WIND.

A well known nautical man, and an honorary member of one of the prominent yacht clubs, said yesterday: "The results of the two trial races between the Shamrock and the Britannia are not conclusive as to the superiority of the Shamrock or the Columbia, although they do prove that the Shamrock is decidedly superior to the Britannia, assuming that the latter was sailed for all she was worth. The second day, the Shamrock was taken into account, since it was a drifting race, the greater distance and was abandoned before its finish because the Prince of Wales had an engagement to meet in London. One might assume that the Prince of Wales was more interested in keeping his shore engagements than he was to conclude the comparative qualities of the two boats in a light breeze, and the fact that the Shamrock was twelve or fifteen minutes ahead at the end of the signal went up to about and return home does not prove her merits decisively. It may have been due to the indifference of the people on the Britannia after her owner had decided to abandon the race. In the light air, when the two yachts were briefly drifted, the Shamrock gained a very little. When the breeze freshened, after a lapse of half an hour, the Shamrock is reported to have increased her lead, and this was partially due, very likely, to her catching the breeze in advance of the Britannia."

"However, the Shamrock started four minutes and thirty seconds from the starting point to and around Solent Bank Buoy, a run of a little more than an hour. On the run back to Portsmouth both yachts were closely tailed on the point, and the Britannia reduced the gap slightly between them. Beating to windward from the Solent Bank Buoy to the Nob Lightship, the Shamrock showed to the better advantage, as she did on Tuesday, but I should assume from the reports of her manager that she was not much better than the Britannia, or two seconds less time than the Britannia—much of the gain was made in the tackings. It is, however, not much more than the Britannia reports thus far obtainable, that the Shamrock is much faster than the Britannia working to the windward. It is not much more than the Britannia, going before the wind. On Tuesday, beating from the start to Warner, the Shamrock gained seven minutes on the Britannia. On the run back to the Nob Lightship, the Shamrock gained one minute and thirty seconds, and on the run from the Nob Lightship to Solent Buoy, which was a broad reach, the Britannia gained thirty-four minutes."

"These are my opinions, based upon the reports of the races that have come to us, but no one can read the Shamrock's log, and the Britannia's log, until further and authoritative details are at hand as to the strength of the wind, the canvas actually carried, the time made under each of the varying conditions of the races, etc. When we have this data then we can make some sort of a comparison with what our own boat would do."

BRISK WINDS FOR LARCHMONT RACES

THE BOW OF THE OISEAU STOVE IN AGAINST A STAKEBOAT—THE SYCE, PENGUIN.

OSHIRA SAN, MOMO, SPINDRIFT AND VOLUNG WINNERS

The yachts that contested in the regatta of the Larchmont Yacht Club yesterday had to meet a stiff northeast wind and a sea that was rolling up the Sound unusually high for this calm region. The wind and sea made sailing of the most spirited kind. F. Bowne Jones, who had been sailing the Kantaka, said: "We did not win, not by a long way, but we enjoyed every minute of it."

The morning came on with a dark, lowering sky, growing darker as the leaden clouds came over the northeast. The course for the 10-foot class was to Parsonage Point, three miles to windward; then a run of about six miles to Prospect Point, in Hempstead Harbor, and three miles back to the home mark, twice around, about twenty-four miles.

The knobknobs sailed twice around a smaller triangle, having for its outer marks a stakeboat anchored in the Sound at a point about three miles easterly, and another stakeboat anchored about the same distance southwest of the first mark. This gave all classes a beat, a run and a close haul.

C. J. Davis, of the Manhattan Bay Yacht Club, was invited to sail the Acushla II, the owners of which have been rather baffled by her performance. But bad luck again attended the new boat. Before starting the cabin trunk Class K, the jibstay was accidentally lost overboard, and the shackle used, the largest on board, was too tight. This, or the pin of it, pulled out in the race and Mr. Davis lost about fourteen minutes in getting the stay set up.

In order to get a race the Irex went up to the class above, taking the mean length of this higher class, but still not exceeding the new boat. The Herreshoff design Oiseau, owned by J. R. Maxwell, Jr., was making a splendid race with Clinton H. Crane's Momo, when at the end of the first round she ran into the southwest stakeboat, at one end of the Larchmont starting line, and her bow stove in. She then withdrew from the race, which up to this point had been most interesting.

The preparatory signal was given at the scheduled time, 11:30 o'clock, and at the second signal the 10-foot o'clocks went off, followed five minutes later by the sloops of Class M—the Fossum, the Oshira San and the Acushla I.

The 21 and 25 foot knobknobs were both started at 11:50 o'clock. The Penguin and the Irex were both among the cabin trunk Class K, and among the cabin cuts, which were started at 11:55 o'clock, there were only two competitors, the Oshira San and the Momo, the former being owned by the De Forest brothers. At the starting of the Oiseau and the Momo the former was in the lead, but she was overtaken by the Irex in this order: The Indolana, the Mongoose, the Spindrift, the Kantaka, the Midge and the Thekla.

Of the first round the yachts were timed as follows:

Table with 2 columns: Yacht Name and Time. Includes Oiseau, Irex, Momo, Spindrift, Kantaka, Midge, Thekla, Keel, Indolana, Mongoose, Spindrift, Kantaka, Midge, Thekla, Keel, Indolana, Mongoose, Spindrift, Kantaka, Midge, Thekla, Keel.

In the 10-foot class of cutters the Syce had an easy sail in the lightest of the breeze, and she seems always to do even better when it blows hard. She sails with a very light and easy motion. I know the best boat may win, but in any case I hope, Sir Thomas, that you will be sure of meeting fair play from our American friends, and that the contests for the America's Cup will be carried out on both sides in the true sporting spirit and with love of justice."

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THE COLUMBIA AT NEWPORT

Newport, R. I., July 20.—The Columbia arrived from Bristol to-day under tow of the tender St. Michaels, and anchored back of the torpedo station. She is ready for her races with the old yacht Defender, which will be started to-morrow. The Defender will remain in the water until the former naturally makes which is to replace the one of Oregon jibs now in use on the Columbia.

MR. FIFE MAKES NO PREDICTIONS

London, July 20.—William Fife, Jr., the naval architect, and designer of the yacht Shamrock, challenger for the America's Cup, in a letter to his father, expresses great satisfaction with the result of the Shamrock's trials in the races of Tuesday and Wednesday last. Mr. Fife says that the yacht steered as easily as any he has ever sailed, and he adds that whether she is speedy enough to win the Cup is another matter.

THE QUESTION OF TOWAGE

A prominent officer of the New-York Yacht Club, who did not care to have his name used, last night said he had heard of no message being sent to the other side permitting the yacht Shamrock to be towed by the yacht Erin in calm weather. Neither the Oddie nor the Momo, but the Superintendent Olsen, were at the clubhouse.

WHEELMEN DISAPPOINTED AT THE ACTION OF THE OFFICIALS—NOTES AND COMMENTS

The announcement that the plans for a wheelway over the Brooklyn Bridge had been rejected by the Bridge officials will not surprise readers of this column, for as much was predicted several days ago. Still, the official announcement was not made until yesterday, when Superintendent C. C. Martin and a committee from the several cycling associations took a promenade over the structure.

FISHER AND PARET WIN AT SYRACUSE

Syracuse, N. Y., July 20 (Special).—The weather was perfect there to-day for the championship lawn tennis matches, and an enthusiastic crowd turned out to see the matches. The gusty wind that had bothered the players during the earlier days of the meeting had disappeared entirely, and perfect playing conditions prevailed. The chief interest of the day was the semi-final match between the players Fischer and Paret met Jenney, the local champion, and an old expert from Princeton, in the first match and won in straight sets. The Princetonian made a good fight in the first set, but Paret soon began to force his back hand weakness and won the second set to love. Fischer, the metropolitan champion, then met Little, the present holder of the Princeton championship, and carried the second set to love. Fischer put up a splendid defence in the first set, but Fischer was too good for him in the second and won rather easily.

The two New-Yorkers will meet in the finals to-morrow, and Fischer is a strong favorite for first honors. They have met twice before this season, each having won one match, but Fischer's best play is always on earth courts, like those of the present. Little put up a splendid defence in the first set, but Fischer was too good for him in the second and won rather easily.

The champion, Whitman, telegraphed his claim to the State championship and challenge trophy, which he won last year. Fischer and Jenney, a Princeton and Yale combination of local talent, put up a clever game against Paret and Little, and the result of the match was a tie. Jenney and Paret went up to the stroke. In the second set they showed wonderful steadiness, and at times equally outplayed the New-Yorker. The scores of to-day's matches follow:

Championship singles (semi-final round)—E. P. Fischer beat R. D. Little, 6-3, 6-2; J. P. Paret beat A. D. Jenney, 6-3, 6-2.

Championship doubles (first round)—E. P. Fischer and W. C. Grant beat J. H. Torrey, Jr., and A. D. Jenney, 6-3, 6-2; A. D. Jenney and Howard Lewis beat W. C. Grant and J. H. Torrey, Jr., 6-3, 6-2.

Semi-final round—J. P. Paret and R. D. Little beat A. D. Jenney and Howard Lewis, 6-2, 4-6, 4-6.

Handicap singles (first round)—Huntington Lewis (half fifteen) beat Howard Lewis (one half fifteen), 6-3, 6-2; George Wagner (scrub), lost Parks Wright (scrub), 6-4, 6-2.

Second round—A. D. Jenney (five fifteen) beat E. P. Fischer (half fifteen) by default; Huntington Lewis (half fifteen) beat Harry Burdick (scrub), 6-3, 6-2; R. D. Little (half fifteen) beat J. P. Paret (scrub) by default.

Many of the local bicycle club members are making arrangements to attend the National meet at Boston next month in goodly numbers. Some of the club members will wheel all the way to the Hub, but the majority will go by train or motor car, in charge of H. W. Knight, chief centurion of the Boston Cycling Club.

For particulars of one fare railroad rates to Boston, see the Boston Herald. The Boston Transportation Committee, No. 201 Washington St., Boston, for hotel rates and accommodations, and the Boston Cycling Club, 201 Washington St., No. 630 Atlantic-ave., Boston, for particulars of special personally conducted tours to White Mountain, August 1 to 10, and to Herkimer (Aug. 20-23), and North Shore (August 21-23) send stamp to Paul I. Aldrich, chairman National Touring Club, 100 State St., Boston.

Frederick W. Murphy, who recently rode a mile behind a locomotive in less than one minute, takes exception to the remarks made in some of the English journals, and he has just sent the following letter to the Editor of "Cycling" in London: "Some one on your staff enjoyed himself in your number of July 8 at the expense of Murphy, and your artist's sketch of how to ride a mile a minute is a comedy of errors. The proposition by Murphy are pinched and very skeptical, and, as you were not directly represented at either of his rides, you are in a measure not at fault. I wish to add that Murphy has been nearly ten years at the various railroads, and he has been proposed to ride a mile behind a locomotive in less than one minute, but without avail until the Long Island Railroad granted him the opportunity. He has been in my behalf of Mr. Murphy, I beg to state that Murphy, for a consideration, a good large one, and a time consuming one, has been offered to ride a mile a minute in England, the officials to be selected from your best known and most reliable names, and referred to as 'The British mile' in England that will pay you will answer for Murphy. Perhaps you would care to know where I come in. I am ridiculed by the talent over here for about nine or ten years because I was willing to take money to ride a mile behind a locomotive. I refer to Bennett, of Queen-st., London, who knows me as a member of the firm of Isaacs, Vought & Co., of New York."

Certain improvements are being made in Brooklyn which will be noted with pleasure by many riders of the wheel. The sidewalk outside of Prospect-ave. in Flatbush-ave. has been given up to wheelmen for years, the pedestrians generally taking the other side of the street, where the sidewalk has been properly paved. Crushed stone is being scattered over the earth, and when it has been rolled down it will be laid along Ocean-ave., outside of the Park, and the sidewalk outside of the Park along Fort Hamilton-ave. will also be improved.

The Madison Wheelmen's trolley ride to the outing of the Howard Wheelmen, at Bergen Beach, had to be postponed on account of bad weather. The regular trolley ride for Sunday, July 23, will be the "duck" run to Huguenot Beach, which had to be postponed from last Sunday on account of rain. The trolley will be made from the clubhouse at 8:30 a. m.

While the contractors are slow in making the connection between the Harway-ave. bridge and Coney Island, the wheelmen are making their own path, so to speak. One can ride now over a fairly good path from the bridge to within fifty yards of Coney Island, and the fact that the trolley does not make it imperative that the wheelmen dismount.

The macadamized roads of Queens County are being kept in good condition. The road between Jamaica and Flushing has been resurfaced and graded, and the macadamized part of the part of the Merrick Road beyond Springfield.

A HERRESHOFF MODEL WINS

Patohogue, Long Island, July 20 (Special).—Two of the best known yachts on Great South Bay had a three mile match race to windward to-day. The craft were the Charles F. Dayton, Captain Charles F. Gill, and the Klondike, Captain Will-

TENNIS

DAVIS BEATS MANSFIELD AT MAGNOLIA

Magnolia, Mass., July 20.—Another beautiful day, with the tennis weather as lovely, brought the players in the Magnolia tennis tournament. As the result of yesterday's play, four men were left to compete in the semi-finals. Beals Wright was against Leo Ware and F. S. Mansfield was opposed to Dwight Davis. The latter was expected to have an easy time with his opponent, as the veteran Mansfield has been out of practice for some time, and the Ware-Wright match the former naturally was the favorite, but a great many thought that Wright's steady persevering game might win him the match if Ware should not be at his best.

On the first match was played this forenoon, that between Davis and Mansfield. Davis played his own game, and Mansfield was not at his best. He established most of Mansfield's jobs. Davis won the first set, 6 to 3. In the second set Davis let up considerably, and Mansfield won, but in the third Davis played a fast, sure game, winning easily. The feature of the afternoon play was the defeat of Leo Ware by Beals Wright. Wright won the first set at 6-3 before Ware fairly realized the situation. In the second set, however, Ware pulled himself together, and he was not so easily defeated, although Wright improved also and was too strong for him.

Two matches in the doubles were played. Hackett and Allen made their first appearance. They had no difficulty in winning their match from Crocker and Pennhallo, and the Davis pair were fairly well matched in their play. The other double match was between Ware and Codman, and Ward and Beals. The former pair found by default. Ward and Davis won the first set 6-1, without difficulty. In the second set, however, both sides showed a considerable improvement. The game alternated back and forth until 7-5. The Davis pair won the match in succession and the match.

The result of these matches was that Ward and Davis won the first and singles, and Ward and Davis to play the winners in the match between Budlong and Wright and Hackett and Allen. The two winners were Beals Wright and Leo Ware.

THE PLANS FOR A BRIDGE WHEELWAY REJECTED BY C. C. MARTIN

WHEELMEN DISAPPOINTED AT THE ACTION OF THE OFFICIALS—NOTES AND COMMENTS

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Mr. Martin treated his cycling guests to a tour of the structure, and then an general impression of the plan submitted for his approval. Among those who made the trip across the structure with Mr. Martin were M. M. Beiding, Jr., of the League of American Wheelmen; H. M. Valentine, of the Good Roads Association of Long Island; Theodore Kiendl, of the Associated Cycling Clubs of Long Island, and J. C. Howard, of the New-York Consulate of the League of American Wheelmen.

First the bridge, and then the trolley cars, as Mr. Martin attempted to impress upon the minds of his visitors the utter impracticability of the plans submitted. The result is that entirely new plans will have to be drawn, and there are those who are of the opinion that the snows of winter will be here before anything will be done. Then it will be too late, and the controversy will lag again until spring comes. Mr. Martin attempted to show that the proposed approach on the Brooklyn side was not so impracticable as the trolley cars, and the Bridge cars in the first place, being only five feet wide and that, in the second place, the grade would be too heavy. To demonstrate this fact a bicycle was brought out, and one of the riders was asked to ride up the incline. The rider, found considerable difficulty in doing so. Then Mr. Martin attempted to show that the bridge would cut the light not only from the roadway, but from the adjoining houses, and the fact that the plan to use the old staircase at the north of the roadway. He thought the steps would be a great improvement, and he thought the staircase, from personal observation and from reports received from trusty agents, he could say that the staircase was used on an average of only two or three times a week.

He said that a record had been kept. In addition of the number of wheelmen who crossed the Bridge annually since the system has been introduced on the structure. He said that the largest number of wheelmen who had crossed one way in any one month since the trolley cars had been introduced. He said that the daily average was from 50 to 80. Then Mr. Valentine suggested still another plan, and he suggested that the trolley cars be removed from the structure, with a gradual rise until it strikes the Bridge approach. Here it is to go on to cover the roadway on this side of the bridge, and from the plan to use the old staircase at the north of the roadway. He thought the steps would be a great improvement, and he thought the staircase, from personal observation and from reports received from trusty agents, he could say that the staircase was used on an average of only two or three times a week.

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